V.1

MEMO TO: City Council

FROM: Rosemarie Ives, Mayor

DATE: March 6, 2007

SUBJECT: **AUTHORIZE MAYOR TO EXECUTE THE AWARD OF FEDERAL TRANSIT ADMINISTRATION FUNDING FOR REDMOND MAGLEV RESEARCH PROJECT**

I. RECOMMENDED ACTION

Authorize the Mayor to execute the award of $195,000 in Federal Transit Administration (FTA) funding to hire a consultant to conduct research to advance the use of magnetic levitation (maglev) technologies as a high-capacity transit alternative to link the City's urban centers of downtown and Overlake, as per the Council briefings in November, 2005.

II. DEPARTMENT CONTACT PERSONS

David Rhodes, Public Works Director	556-2705
Bill Campbell, City Engineer/Assistant Public Works Director	556-2733
Joel Pfundt, Principal Planner	556-2750
Terry Marpert, Principal Planner	556-2428

III. DESCRIPTION

Background

Consistency with City's High Capacity Transit (HCT) Policy Direction

The City has been working to obtain funding from FTA for this research project as it advances the development and expansion of transportation choices, consistent with current City policy that supports connecting Redmond's two urban centers with high capacity transit. The administration has fulfilled initial steps toward advancing these goals including completing the Crandall Arambula Downtown HCT Study, ongoing work with Sound Transit, and this initiative to assess an alternative technology for this critical corridor. The Council has reiterated its support for this policy with numerous actions including:

- 12/2004, Comprehensive Plan, Ordinance 2177
- 5/2005, Microsoft Development Agreement, Resolution 1204
- 11/2005, Transportation Master Plan, Resolution 1217
- 2/2006, Downtown Redmond HCT Study, Resolution 1220
- 5/2006, Transportation Master Plan, Ordinance 2287

There has been additional communication in support for HCT in the SR 520 corridor to lead agencies including the Puget Sound Regional Council, Sound Transit and Washington State Department of Transportation.

Supporting policy direction is specifically stated in Comprehensive Plan Policy TR-30 and more detail is provided in Transportation Master Plan Chapter 5C. A portion of TR-30 includes the following policy guidance:

Support high capacity transit service and support facilities for Redmond that:

- *Provide service to Overlake, Downtown Redmond, and SE Redmond that is located to ensure efficient, timely, and effective service, within a high capacity transit alignment located mainly in the SR 520 freeway corridor;*
- *Locate high capacity transit stations in Overlake, Downtown Redmond, and SE Redmond;*

Beyond this specific policy, Redmond's vision in the Comprehensive Plan clearly calls for a vibrant and vital community that embraces technology, emphasizing Redmond's leading role in the region to ensure that the needs of our community are met in a feasible and sustainable manner. Additional Comprehensive Plan policies that would be advanced by performing this research include the following:

- <u>Linking Downtown and Overlake.</u> The comprehensive plan clearly states that future growth in the community will be focused in these two urban centers and that they should be linked in an efficient and effective manner. Acceptance of this grant furthers the research and analysis needed to identify the best way to make this linkage and to keep the City's interests of improving transportation choices in the SR 520 corridor foremost in the eyes of the region. With the Crandall Arambula study, the City made a strong and compelling case for the extension of HCT and its alignment to our downtown. So far, it has been successful in doing the same thing in the Overlake Village area as an element of the Overlake Neighborhood Plan Update. This subsequent study reinforces plans for HCT to connect our downtown and Overlake in the near future and will further define and strengthen this critical piece of the HCT alignment which links the City's two urban centers together. [Comprehensive Plan Goal 4]

- Grow the Technology Industry In Redmond. The Economic Vitality Element of the comprehensive plan clearly states that the City wants to preserve and encourage the growth of technology businesses in the community and preserve opportunities for advancing technology manufacturing. By accepting the grant, and given that the Maglev industry is an emerging technology in this country, the City's action lays the groundwork for a newly emerging transportation technology to utilize Redmond as its first U.S.A. deployment and provide the economic development opportunities associated with a new industry. [Economic Vitality Policy -4].

- Protect the Environment. Maglev as a technology is cleaner, quieter and more energy efficient than competing technologies. By assessing the use of Maglev in the community, the City is advancing its commitment to meeting its transportation goals while utilizing possibly the most efficient and environmentally responsible of existing high capacity transit technologies [Natural Environment Policies EV-1, 8, 10].

- Fiscal Responsibility. Linking Downtown and Overlake with any HCT technology will be an expensive proposition. By accepting this grant the City establishes a funding partnership with the Federal government and garners the attention of new sources of financing partners such as private technology firms. By cultivating these partnerships, the City provides for improving the timeline for creating this important transportation link between two major economic centers. [Capital Facilities Policy -13, Economic Vitality Policy EV – 13]

This research project also provides for both Redmond and Sound Transit to have a backup option for linking Overlake and downtown Redmond if Sound Transit's ST2 package is not successful. While being part of an integrated transit system with Sound Transit is preferred, the time frame for regional implementation is uncertain. As an alternative, this effort would advance the City's interests in this critical corridor, providing important information about this segment and maintaining a local focus on the need for HCT with additional continuing work.

The project is also an excellent opportunity to contribute to the national body of knowledge on Urban Maglev and for Redmond to show further leadership in the area of developing innovative transportation solutions. The proposed research project in Redmond was selected by FTA because the alignment connects two urban centers and contains tight radius horizontal curves, steep gradients between Downtown Redmond and Overlake and the possibility of analyzing different station alternatives. Also, although this technology is new to the United States, it is being successfully implemented in Germany, China, Japan, and Korea.

Urban Maglev as an Alternative High Capacity Transit Technology

The FTA grant is funded through the Urban Magnetic Levitation Transit Technology Development Program, which is funded through the Transportation Equity Act for the 21st Century (TEA-21). The objective of this program is to develop magnetic levitation technology that is a cost effective, reliable, and environmentally sound option for urban mass transportation in the United States. The funding is administered through the Office of Mobility Innovation, which has also been involved in many other research projects.

Maglev is an advanced technology that depends on magnetic force to move the transit vehicle along a dedicated transit guideway. Typically the dedicated guideway is grade separated, either above grade or in a tunnel. Past Maglev transit research and development has suggested the following benefits:

- A virtually noise-free environment
- Improved ride comfort
- Reduced maintenance because of fewer mechanical parts
- Improved energy efficiency
- Negotiate steeper gradients than light rail
- Perform well in snowy or icy conditions
- Maglev vehicles are much lighter than typical rail vehicles and construction of an elevated system would be less expensive from a materials perspective

Maglev, and in this particular case lower-speed Urban Maglev, is a maturing technology that has undergone years of research and development overseas but has lagged behind in North America. An Urban Maglev system has been constructed in Aichi Prefecture, Japan as part of Expo 2005. This Chubu-HSST system is an 8.9 kilometer grade separated route which includes nine stations and is a working part of the area's transportation system linking two rail lines and points in between. About 7.4 kilometers of the route runs on an elevated guideway and the remainder operates in a tunnel. ROTEM, a subsidiary of Hyundai Automotive Group, has also developed an Urban Maglev system and is constructing a short elevated guideway as part of an upcoming expo in Korea.

In the United States some research has been done in the area of urban Maglev. Much of it funded through the Urban Maglev federal grant program. Some examples of other projects include:

- General Atomics – Research and development in an effort to build a demonstration project on the campus of the California University of Pennsylvania to outside of Pittsburgh, Pennsylvania.
- MUSA – Research into the application of the Japanese Chubu-HSST Maglev system in the United States.

- Colorado Maglev Project – Research and development to see if a high-speed version of the Chubu-HSST Maglev vehicle could be used in the I-70 Corridor to link Denver and Vail, Colorado.

Project Scope and Schedule

The alignment to be analyzed for the purposes of this research is shown in Attachment A. The alignment represents the City's general preferences on how high capacity transit, whether it is Maglev or light rail, would link Downtown Redmond and Overlake. A similar level of planning to the Downtown HCT Study is being undertaken as part of the Overlake Neighborhood Plan Update. This additional research provides technical data comparable to that generated by the Downtown HCT Study and completes the missing link of analysis for the Downtown Redmond to Overlake segment. The consultant tasks included in the scope of work for this research project are as follows:

- **Task A - Project Requirements for the City of Redmond:** This task will identify the specific requirements of the proposed urban maglev transportation system in the City.

- **Task B - Develop System Concept Definition:** This task will develop an optimum system concept definition for the City of Redmond. The system concept definition will be based upon existing Low Speed Urban Maglev research previously funded and reported by FTA and on other available Low Speed Urban Maglev Systems.

- **Task C - Estimation of System Costs:** This task will provide an initial cost estimate for the system. The cost estimates will include the projected initial construction costs (excluding the right-of-way costs) and the anticipated operational and maintenance costs.

- **Task D - Research and Development Needs:** This task will identify any major technological gaps in the system concept.

- **Task E - Final Report/Documentation of the Project:** A final technical report documenting project performance and the final results of research, development and demonstration projects will be submitted to the FTA Project Manager at the conclusion of the project.

- **Task F – Program Management:** The City will oversee this effort by providing overall project management, coordination and integration of all the activities related to this research project.

The proposed project schedule is as follows:

- August 2006 – Notify interested parties, including Sound Transit, about the purpose and intent of this project.
- March 6, 2007 - Council Meeting, vote on authorizing the Mayor to execute award of FTA grant funds.
- March-May 2007 – Consultant selection process.
- May-October 2007 – Phase 1 Maglev Research Project
- October 2007 and beyond – Potential future phases of Urban Maglev Project

IV. IMPACT

A. **Service/Delivery:** The staff team working on this project will include members from the Executive, Planning and Public Works departments. This team approach will minimize the work load on any one person or department. Much of the work on this research project will be performed by consultants funded by the FTA grant who specialize in this area which will allow the project to move forward rapidly.

B. **Fiscal:** City of Redmond funds will be used to help provide the match for the research project and support the development of cost estimates. The total required local match is $48,750. The amount will not exceed $25,000 from the Transportation CIP and the remainder of the match will be in the form of in-kind contributions of staff time.

V. ALTERNATIVES

Council could choose not to authorize this grant. Rejecting the grant would result in the loss of federal funding to advance the City's goal of linking Downtown and Overlake urban centers with HCT (regardless of the technology implemented). Further, it may preclude additional funding in a corridor that has already been identified by the FTA for investment and that currently lacks regional funding for completion. Finally, the information gained from this research would significantly advance both regional and national efforts to develop mass transportation solutions that are environmentally sustainable.

VI. TIME CONSTRAINTS

FTA has awarded the research project to the City of Redmond and the project is ready to go. Once the Mayor has executed the award, work on the project can begin. FTA has

informed the City of Redmond that if the City does not execute the award soon it will seek other locations for investment.

VII. **ATTACHMENTS**

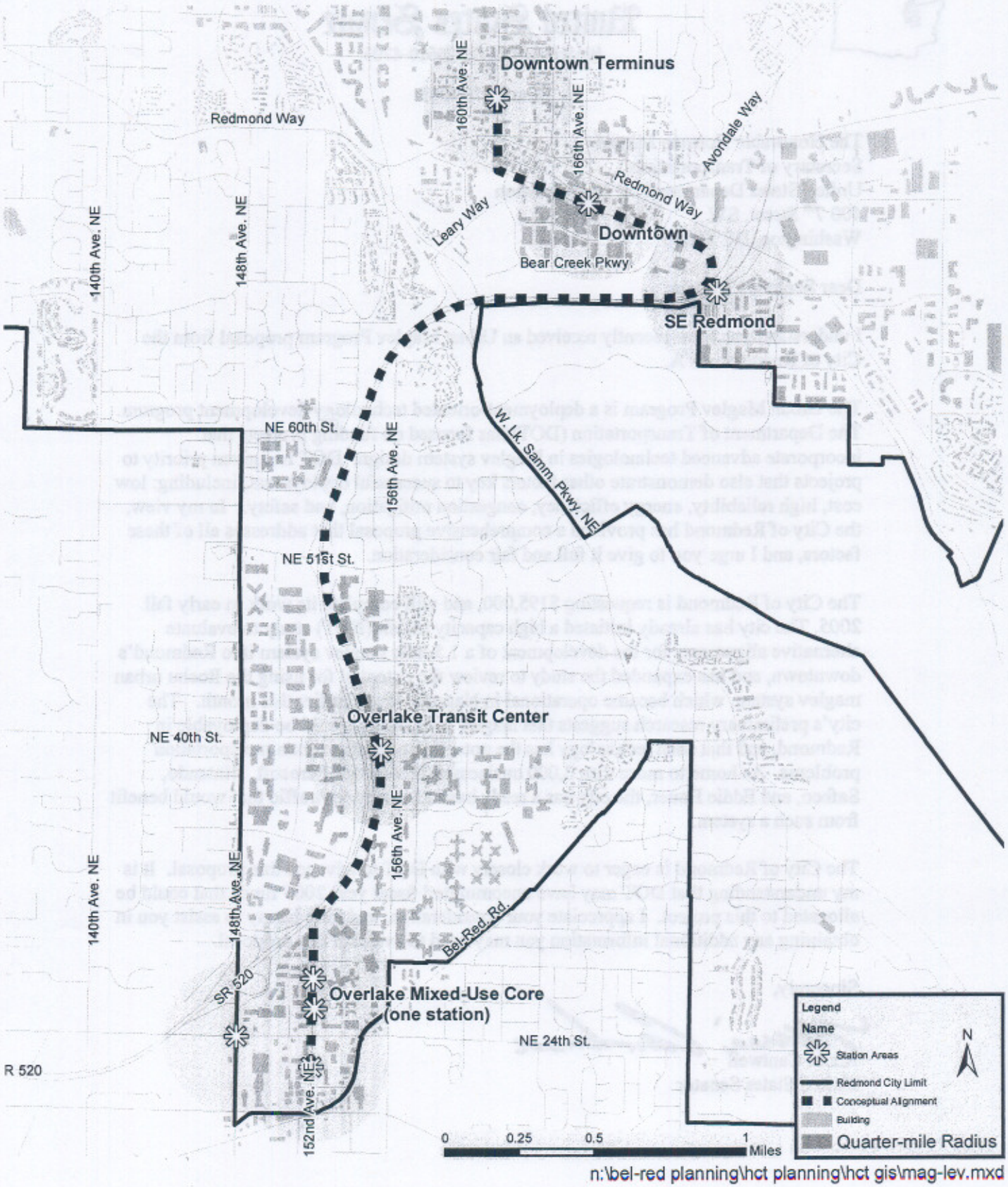
A. Preliminary Maglev Research Project Alignments
B. Letters of Support for FTA Grant

/s/ 3/2/07
David Rhodes, Director of Public Works Date

Approved for Council Agenda /s/ 3/2/07
Rosemarie Ives, Mayor Date

ATTACHMENT A

Overlake to Downtown Redmond Conceptual HCT Alignment



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ATTACHMENT B

MARIA CANTWELL
WASHINGTON

United States Senate

WASHINGTON, DC 20510-4705

March 29, 2005

The Honorable Norman Mineta
Secretary of Transportation
United States Department of Transportation
400 7th Street, SW
Washington, DC 20590

Dear Secretary Mineta:

I understand you have recently received an Urban Maglev Program proposal from the City of Redmond, WA.

The Urban Maglev Program is a deployment-oriented technology development program. The Department of Transportation (DOT) has focused on funding projects that incorporate advanced technologies in Maglev system design. DOT has given priority to projects that also demonstrate other factors key to successful deployment, including: low cost, high reliability, energy efficiency, congestion mitigation, and safety. In my view, the City of Redmond has provided a comprehensive proposal that addresses all of these factors, and I urge you to give it full and fair consideration.

The City of Redmond is requesting $195,000, and will complete its work in early fall 2005. The city has already initiated a high capacity transit (HCT) study to evaluate alternative alignments for the development of a 1.5 mile maglev system into Redmond's downtown, and has expanded the study to review the potential for using the Itochu urban maglev system, which became operational in Nagoya, Japan earlier this month. The city's preliminary research suggests that maglev technology would be deployable in Redmond, and that such technology has the potential to resolve urban transportation problems. As home to more than 3,000 businesses, including Microsoft, Nintendo, Safeco, and Eddie Bauer, the city has a ready base of commuter traffic that would benefit from such a system.

The City of Redmond is eager to work closely with DOT to advance this proposal. It is my understanding that DOT may have uncommitted fiscal year 2005 funds that could be allocated to this project. I appreciate your consideration, and I am happy to assist you in obtaining any additional information you may need to evaluate this proposal.

Sincerely,

Maria Cantwell
United States Senator

PATTY MURRAY
WASHINGTON

COMMITTEES:
APPROPRIATIONS
BUDGET
HEALTH, EDUCATION, LABOR AND PENSIONS
VETERANS' AFFAIRS

United States Senate
WASHINGTON, DC 20510–4704

August 19, 2005

The Honorable Norman Y. Mineta
Secretary
United States Department of Transportation
400 7th Street S.W., Suite 10200
Washington, DC 20590

Dear Mr. Secretary:

I am writing in support of the City of Redmond's request for funding for a local effort to evaluate the potential for a maglev system.

As you well know, Section 3015 of the Transportation Equity Act for the 21st Century provided $5 million per year to develop low speed magnetic levitation technology for public transportation purposes in urban areas in order to explore the technology's energy efficiency, congestion mitigation, and safety benefits.

As proposed, the demonstration line will have multiple research components including the use of off-line passenger stations, high-speed switches and the use of the guide way structure for use of other infrastructure projects such as a transmission line conduit for electrical lines. The demonstration line will also have capability to test various security features for ultimate security hardening of the country's transit systems. It should also be noted that the demonstration line is a contained project strongly supported by the City of Redmond that will not need to be extended to be a success.

The City of Redmond is eager to work with the Department of Transportation to begin this project, as evidenced by Mayor Ives's visit to Washington, DC to meet with you earlier this summer. I appreciate your consideration, and am happy to assist you in obtaining any additional information you may need to proceed with funding this proposal.

Sincerely,

Patty Murray

Patty Murray
United States Senate

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JAY INSLEE
1ST DISTRICT, WASHINGTON

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TELECOMMUNICATIONS AND THE INTERNET
OVERSIGHT AND INVESTIGATIONS
ENVIRONMENT AND HAZARDOUS MATERIALS

COMMITTEE ON RESOURCES
FORESTS AND FOREST HEALTH

Congress of the United States
House of Representatives
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Jay.Inslee@mail.house.gov
www.house.gov/inslee

June 20, 2005

The Honorable Norman Mineta
Secretary of Transportation
United States Department of Transportation
4007th Street, SW
Washington, DC 20590

Dear Secretary Mineta:

I write today in support of the City of Redmond, Washington's Urban Maglev Program proposal.

In considering projects, the Department of Transportation has focused on funding initiatives exemplifying safety, low cost, high reliability, energy efficiency, and congestion mitigation. It is my understanding that the proposed Redmond Demonstration Line would achieve all of these attributes as well as bringing a promising new transit technology to the Pacific Northwest. Maglev technology is currently operating in Nagoya, Japan, and may soon become operational in South Korea and Germany.

Analysis conducted by the City of Redmond suggests that employing this technology is not only feasible, but would address pressing urban transportation problems in a way that benefits all parties involved. The demonstration project could also potentially serve as a model for other cities to learn from as they search for ways to facilitate efficient transportation through their urban centers. To aid research, the Redmond Demonstration Line would incorporate multiple innovative components, including off-line passenger stations, high-speed switches, and the use of the guideway structure for other infrastructure projects such as electrical lines. It would also have the capability to test various security features.

The City of Redmond is requesting $195,000 for the project, and remains eager to work with DOT to secure funding. I appreciate your consideration of this request, and look forward to assisting you in any way that I can throughout your evaluation of this proposal.

Sincerely,

JAY INSLEE
Member of Congress

Macerich Company
"We Make Good Things Happen"

September 19, 2005

Mr. Walter Kulyk
Director, Office of Mobility Innovation
Federal Transit Administration
400 – 7th Street SW, Room 9402
Washington, DC 20590

Dear Mr. Kulyk:

I represent Redmond Town Center, a 1.6 million square feet mixed-use real estate development in the heart of Redmond. We employ up to 6,000 people daily, making traffic congestion a major concern. We also have seven million guests visit Redmond Town Center each year. I am writing in support of the City of Redmond's request for funding for a local effort to evaluate the potential for a maglev system as a high capacity transit alternative for the SR 520 corridor.

The City of Redmond has seen significant commercial growth in recent years, and experiences major traffic congestion, especially along State Route (SR) 520 which provides regional access to Redmond's three major employment centers: Overlake, Downtown Redmond, and Southeast Redmond. The City has taken the initiative to mitigate these problems within its budgetary constraints, and has worked with adjacent cities and the larger region to plan for the future through its recently developed Transportation Master Plan (TMP).

The TMP calls for the use of high capacity transit (HCT) to address SR 520 congestion and provide improved access by transit to the region. The urgency of this requirement is highlighted by the plan's estimate that by 2022, traffic levels will have increased over 80% from 2003 levels, making a presently bad situation untenable unless decisive action is taken. The plan was developed with significant public involvement by both residents and business, and supports alternative technologies such as maglev to deal effectively with the City's HCT needs.

By improving transportation within the city, and by providing a model for others to learn from and follow, the City of Redmond's proposal would serve as a valuable local demonstration project. I appreciate your consideration and urge you to approve the funding as requested.

Sincerely,
Macerich Management Company

Kimberly D. Campbell/kk

Kimberly D. Campbell
Senior Manager, Property Management

KDC:kk

Cc: Mayor Rosemarie Ives

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Office of the President

August 22, 2005

Mr. Walter Kulyk
Director, Office of Mobility Innovation
Federal Transit Administration
400 7th Street, SW, Room 9402
Washington, DC 20590

Dear Mr. Kulyk:

It has lately come to my attention that Mayor Rosemarie Ives' of the City of Redmond, Washington, has applied to secure federal funding for a high capacity transit system feasibility study along the State Route 520 corridor which serves her city. As President of Lake Washington Technical College, which has recently opened a new campus in Redmond, I am not only pleased to write in support of Mayor Ives' proposal; I feel a strong responsibility to do so.

Redmond, of course, is the home of Microsoft, one of western Washington's largest employers, but it is also the headquarters of several other major corporations, and an important employment and commercial center for many surrounding communities. As such, it was the perfect place to establish a campus serving working professionals who want to continue their educations. We selected Redmond for our new campus because of the significant and continuing growth that the city is experiencing. Unfortunately, as in most of the Puget Sound region, the transportation system has not been able to keep pace with such rapid growth. We understand that in the next twenty years, traffic on SR 520, which is already barely adequate to the area's needs now, will come close to doubling. In order for the City of Redmond, and our College, to continue to prosper, a high capacity transit system will become a necessity.

I urge you to consider very carefully the City's request for funds for this study. I believe high capacity transit will prove to be of very significant value, both in providing relief to the local area and as a successful example of growth management to the many traffic impacted communities of the region. I strongly support Mayor Ives' request.

Sincerely,

L. Michael Metke

L. Michael Metke, Ed.D.
President

Honeywell
15001 N.E. 36th Street
P.O. Box 97001
Redmond, WA 98071-9701

19 August, 2005

Mr. Walter Kulyk
Director, Office of Mobility Innovation
Federal Transit Administration
400 7th Street, SW, Room 9402
Washington, DC 20590

Dear Mr. Kulyk,

As a representative of Honeywell here in Redmond, and a Board member of the Redmond Transportation Management Association, I am writing in support of the City of Redmond's request for funding for a local effort to evaluate the potential for a maglev system as a high capacity transit alternative for the SR 520 corridor.

The City of Redmond has seen significant commercial growth in recent years, and experiences major traffic congestion, especially along State Route (SR) 520 which provides regional access to Redmond's three major employment centers: Overlake, Downtown Redmond, and Southeast Redmond. Our Honeywell location is central to this entire area and we are very much focused on ways to insure our employees are supported in their ability to go to and from work with a minimum of congestion but convenience as well. The City has taken the initiative to mitigate these problems within its budgetary constraints, and has worked with adjacent cities and the larger region to plan for the future through its recently developed Transportation Master Plan (TMP).

The TMP calls for the use of high capacity transit (HCT) to address SR 520 congestion and provide improved access by transit to the region. The urgency of this requirement is highlighted by the plan's estimate that by 2022, traffic levels will have increased over 80% from 2003 levels, making a presently bad situation untenable unless decisive action is taken. The plan was developed with significant public involvement by both residents and business, and supports alternative technologies such as maglev to deal effectively with the City's HCT needs.
By improving transportation within the city, and by providing a model for others to learn from and follow, the City of Redmond's proposal would serve as a valuable local demonstration project. I appreciate your consideration and urge you to approve the funding as requested.

Thank-you for your consideration.

Regards,

Don Warner

Don Warner
Honeywell International
Director, Facilities and HSE
Redmond, Washington
425-865-8027
Donald.E.Warner@Honeywell.com

LAKE WASHINGTON TECHNICAL COLLEGE

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Office of the President

February 21, 2007

Mayor Rosemarie Ives
City of Redmond
15670 NE 85th
Redmond, WA 98052

Dear Mayor Ives:

This letter is to express our support for the City of Redmond which was awarded an FTA grant of $195,000 to do several tasks in Magnetic Levitation (maglev) technology research, specifically looking at connecting the Downtown Redmond and Overlake areas via SR-520.

This award is very exciting for Redmond, as well as the entire Eastside. It holds tremendous promise for the state of Washington and the role that Redmond could play in the United State's development of maglev technology. Last October, I participated in the Governor's Trade Mission arranged by Community, Trade and Economic Development (CTED), which went to Korea, Taiwan, and China. Korea is developing a maglev system that should be ready in five years, while Shanghai's is already operational.

It is clear that the Redmond area will benefit from this research, but it's also an incredible opportunity to make a contribution to the state of Washington as it seeks transportation solutions that are so badly needed throughout our region.

Please know that Lake Washington Technical College will do all it can to assist and support your work.

We are very excited that the City of Redmond received this grant. Please consider this letter our fullest support for the City of Redmond to move forward in this exciting area of transportation research.

Sincerely,

L. Michael Metke, Ed.D.
President

Kathy Lambert
Metropolitan King County Council Representative
District Three

Mayor Rosemarie Ives
City of Redmond
15670 N.E. 85th Street
PO Box 97010
Redmond, Washington 98073-9710

Dear Mayor Ives:

This letter is to congratulate the City of Redmond on being awarded an FTA grant of $195,000 to advance the study of Magnetic Levitation (maglev) technology using Redmond's Overlake to Downtown corridor as a case study. I enthusiastically support this research and Redmond's participation.

Redmond has become an important employment destination in our region, and faces the same transportation congestion challenges that are associated with many other urban and suburban centers. The opportunity to study the application of emerging transportation technologies is an important step forward to advancing both Redmond's and the region's economic development while also supporting the importance of investing in choices for a sustainable environment. The benefits of this project extend well beyond Redmond and the Puget Sound region, as this study is designed to contribute to transportation advancements on a national scale.

It comes as no surprise that Redmond, a city with a reputation for being on the cutting edge of technology, would be chosen to receive this grant. As an elected official and a resident of Redmond, I extend my full support for the City of Redmond to move forward with this important research.

Sincerely,

Kathy Lambert

Kathy Lambert

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CASCADIA
Discovery Institute

February 27, 2007

Mayor Rosemarie Ives
City of Redmond
P.O. Box 97010
Redmond, WA 98073

Dear Mayor Ives:

The Cascadia Center for Regional Development is a private, non-profit transportation policy center dedicated to pursuing new technologies in transportation. We are pleased to support your City's application for mag lev research for urban transit.

We understand the City of Redmond's first priority for high capacity with Sound Transit is the Bellevue/Overlake alignment. Nevertheless, the remarkable proximity of technology-based companies and the University of Washington along the SR 520 corridor make the City an ideal candidate for future technologies such as mag lev.

The information gathered by the City about the feasibility of mag lev in this transit-rich corridor would provide valuable research for the nation. The Cascadia Center offers whatever assistance we can in pursuing the development of your work program.

We applaud the City's commitment to a sustainable community through wise transportation investments. Good luck in your initiative.

Sincerely,

Bruce Agnew

Bruce Agnew
Policy Director

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DISCOVERY INSTITUTE